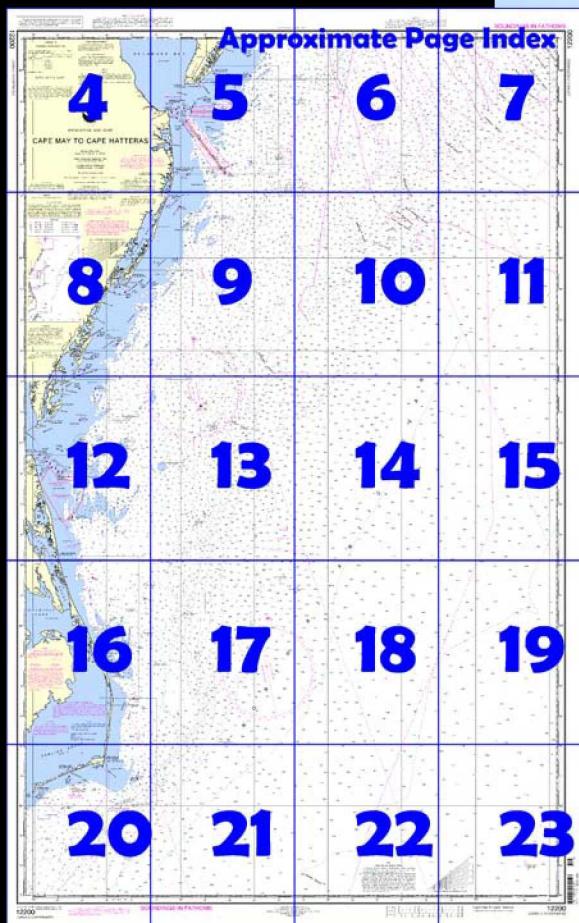


BookletChartTM

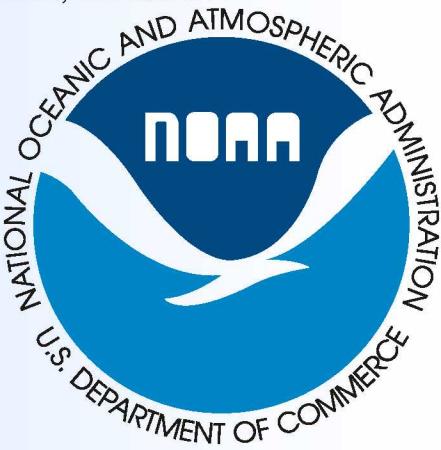
Cape May to Cape Hatteras

(NOAA Chart 12200)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



National Oceanic and Atmospheric Administration National Ocean Service Office of Coast Survey

www.NauticalCharts.NOAA.gov

301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

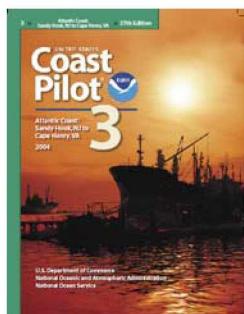
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 3, Chapter 3 excerpts]

(1) Between New York Bay and Delaware Bay is the New Jersey coast with its many resorts, its inlets, and its Intracoastal Waterway. Delaware Bay is the approach to Wilmington, Chester, Philadelphia, Camden, and Trenton; below Wilmington is the Delaware River entrance to the Chesapeake and Delaware Canal, the deep inside link between Chesapeake and Delaware Bays. The Delaware-Maryland-Virginia coast has relatively few resorts; the numerous inlets are

backed by a shallow inside passage that extends all the way from Delaware Bay to Chesapeake Bay. The last seven chapters, nearly half of this book, are required to describe Chesapeake Bay to Norfolk and Newport News, to Washington and Baltimore, and to Susquehanna River 170 miles north of the Virginia Capes.

(2) A vessel approaching this coast from seaward will be made aware of its nearness by the number of vessels passing up and down in the coastal trade. The coast of New Jersey is studded with large hotels, prominent standpipes, and elevated tanks. South of Delaware Bay, the principal landmarks are the lighthouses and Coast Guard stations.

(3) The general tendency along this mostly sandy coast is for the ocean beaches and the points on the north sides of the entrances to wash away and for the points on the south sides of the entrances to build out.

Protective works have done much to stabilize the New Jersey coast, but several lighthouses have been abandoned between Delaware Bay and Chesapeake Bay because of erosion.

(4) The shores of Delaware Bay and Delaware River are mostly low and have few conspicuous marks, other than lights, below the industrial centers along the river. The shores of Chesapeake Bay are low as far north as Patuxent River, then rise to considerable heights at the head of the bay.

[Coast Pilot 3, Chapter 3 excerpts]

(1) The Atlantic Coast of the United States from Cape Henry to Cape Florida is low and sandy, backed by woods. From Cape Florida to Key West the coast is formed by a long chain of small islands known as the Florida Keys. The Florida Reefs extend seaward of the keys and are nearly parallel to them.

(2) The coastline of Virginia from Cape Henry southward to the boundary of North Carolina is firm land for 13 miles; then it becomes a barrier beach, covered with sand dunes for 11 miles. The boundary between

Virginia and North Carolina is the only marked boundary on this section of the coast. The easternmost boundary monument is a granite shaft 6 feet high about 0.5 mile west of the beach.

(3) The coastline of North Carolina is a long barrier beach. The islands are known as the **Outer Banks**. The banks are constantly shifting sand dunes varying in height. Three capes, with their offshore shoals, project from the islands, namely: Hatteras, Lookout, and Fear. Behind the barrier beach a chain of sounds, including Currituck, Roanoke, Albemarle, Pamlico, Core, and Bogue, stretch along the entire 300 miles of coastline of the State.

Table of Selected Chart Notes

Corrected through NM Jun 30/07
Corrected through LNM Jun 26/07

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(A) Accurate location (B) Approximate location

NOTE D

Anchoring, fishing, or diving within the boundary of the Monitor National Marine Sanctuary is prohibited without a permit.

For information write:

Monitor National Marine Sanctuary
NOAA
Building 1519
Fort Eustis, Virginia, 23604-5544

CAUTION

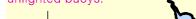
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



For Symbols and Abbreviations see Chart No. 1

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 3 and 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia, or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia or Wilmington, North Carolina.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99.600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators)

M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

MAGNETIC VARIATION

Magnetic variation curves are for 2007 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE C

CAUTION

The controlling depth within the Five Fathom Bank to Cape Henlopen inbound traffic lane is 40 feet. The Mariners Advisory Committee recommends that vessels with drafts of 35 feet or greater use the Delaware to Cape Henlopen inbound traffic lane.

The controlling depth within the Cape Henlopen to Five Fathom Bank outbound traffic lane is 43 feet.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the normal variation have been observed 3 to 17 nautical miles offshore from Cape Henry to Currituck Beach Light. Differences of as much as 11° from the normal variation have been observed 5 to 7 nautical miles offshore from Currituck Beach Light to Wimble Shoals. Differences of as much as 3° from the normal variation have been observed 6 to 12 nautical miles offshore from Wimble Shoals to Cape Hatteras.

MIC
TOV

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

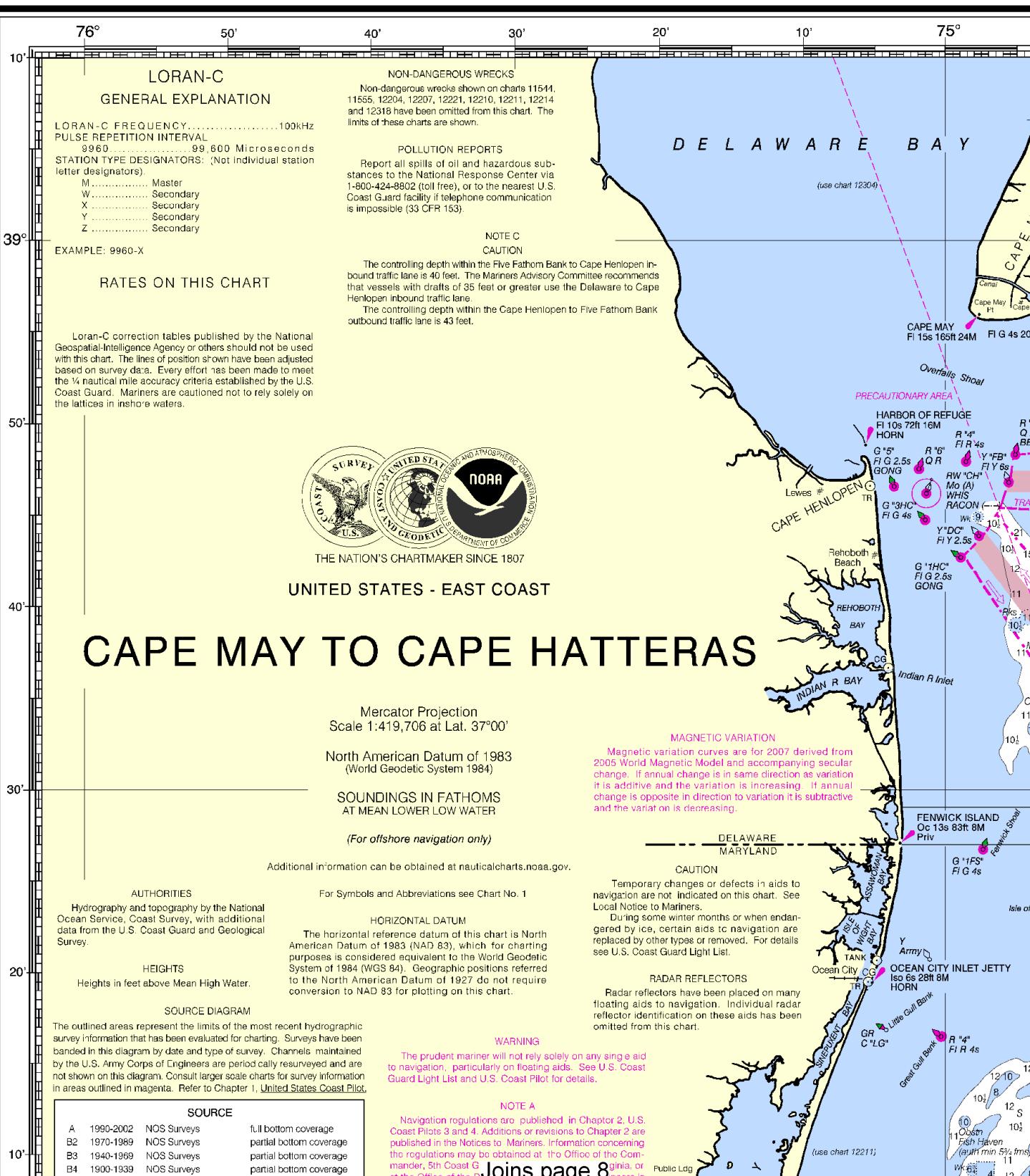
12200

LORAN-C OVERPRINTED

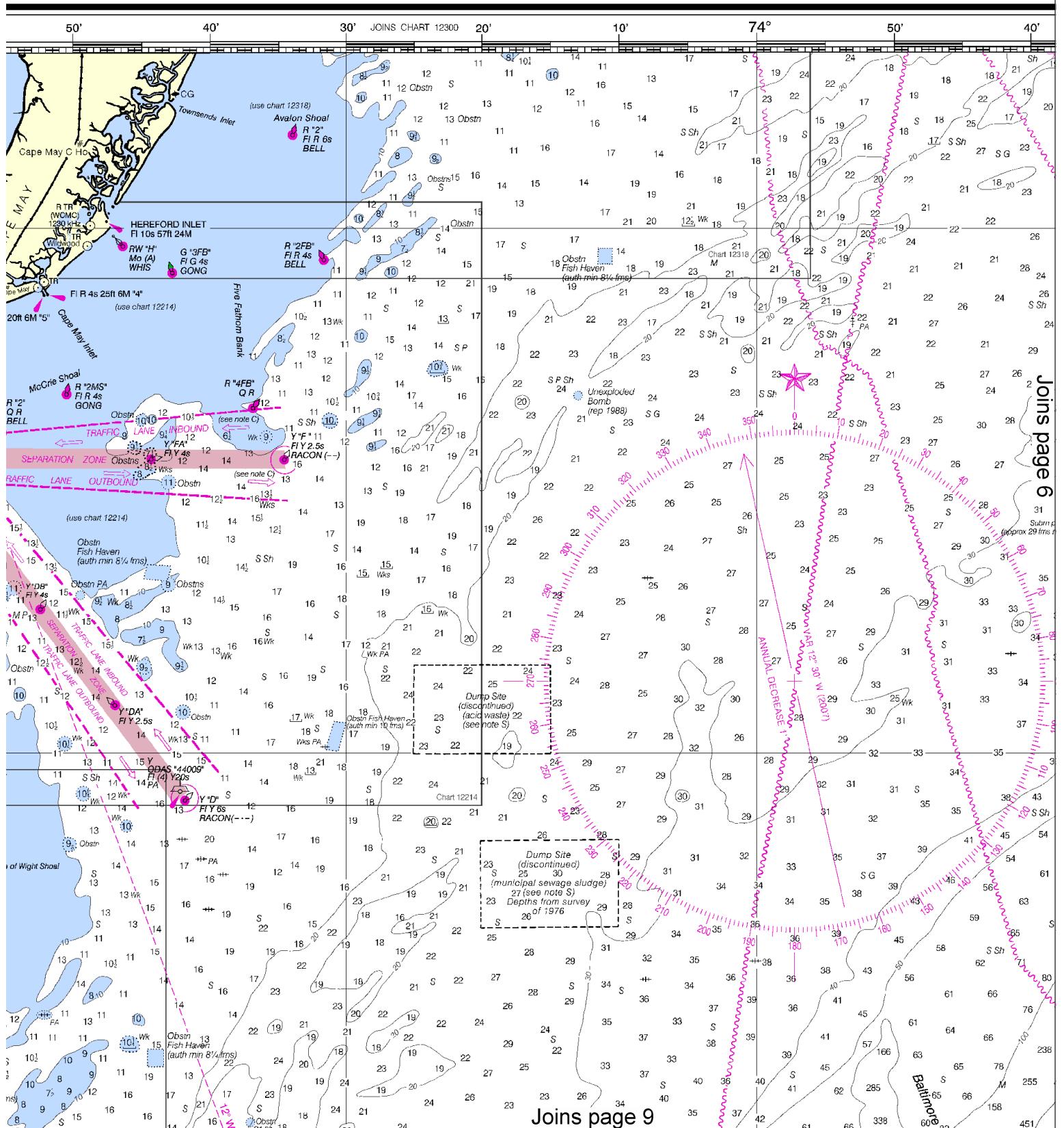
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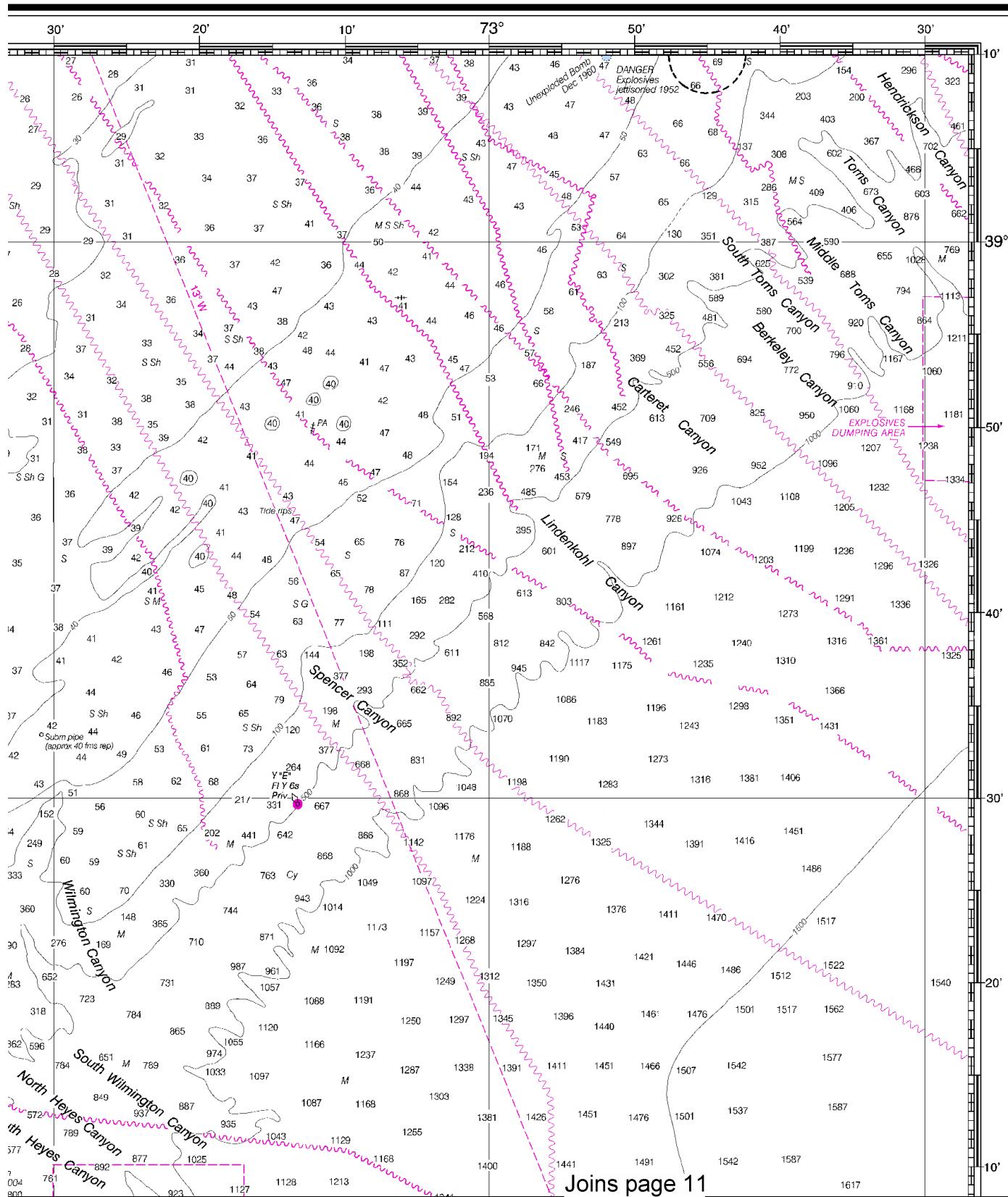
4



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:559608. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

NOTE S
tions for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229.
information concerning the regulations and requirements for use of the
e obtained from the Environmental Protection Agency (EPA). See
70's appendix for addresses of EPA offices. Dumping subsequent to
ates may have reduced the depths shown.

SOUNDINGS IN FATHOMS



12200

LORAN-C OVERPRINTED

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,

NGA Weekly Notice to Mariners: 1010 3/6/2010,

Canadian Coast Guard Notice to Mariners: n/a .

7

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

HEIGHTS

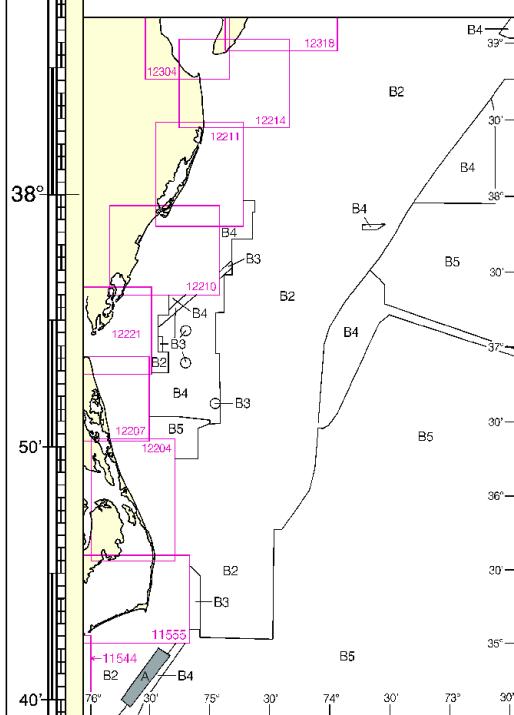
Heights in feet above Mean High Water.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE

A 1990-2002	NOS Surveys	full bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(○) Accurate location; (○) Approximate location.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Quinby Inlet RW "Q"
Mo (A) WHIS

RW "GM"
Mo (A) WHIS

RW "N" 2
Mo (A) WHIS

Great Machipongo Inlet

Cape Charles RW "A"
Mo (A) WHIS

Sand Shoal Inlet RW "A"
Mo (A) WHIS

Wreck I

Ship Shoal Inlet

Joins page 4

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

Navigation aids not indicated on this chart see Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

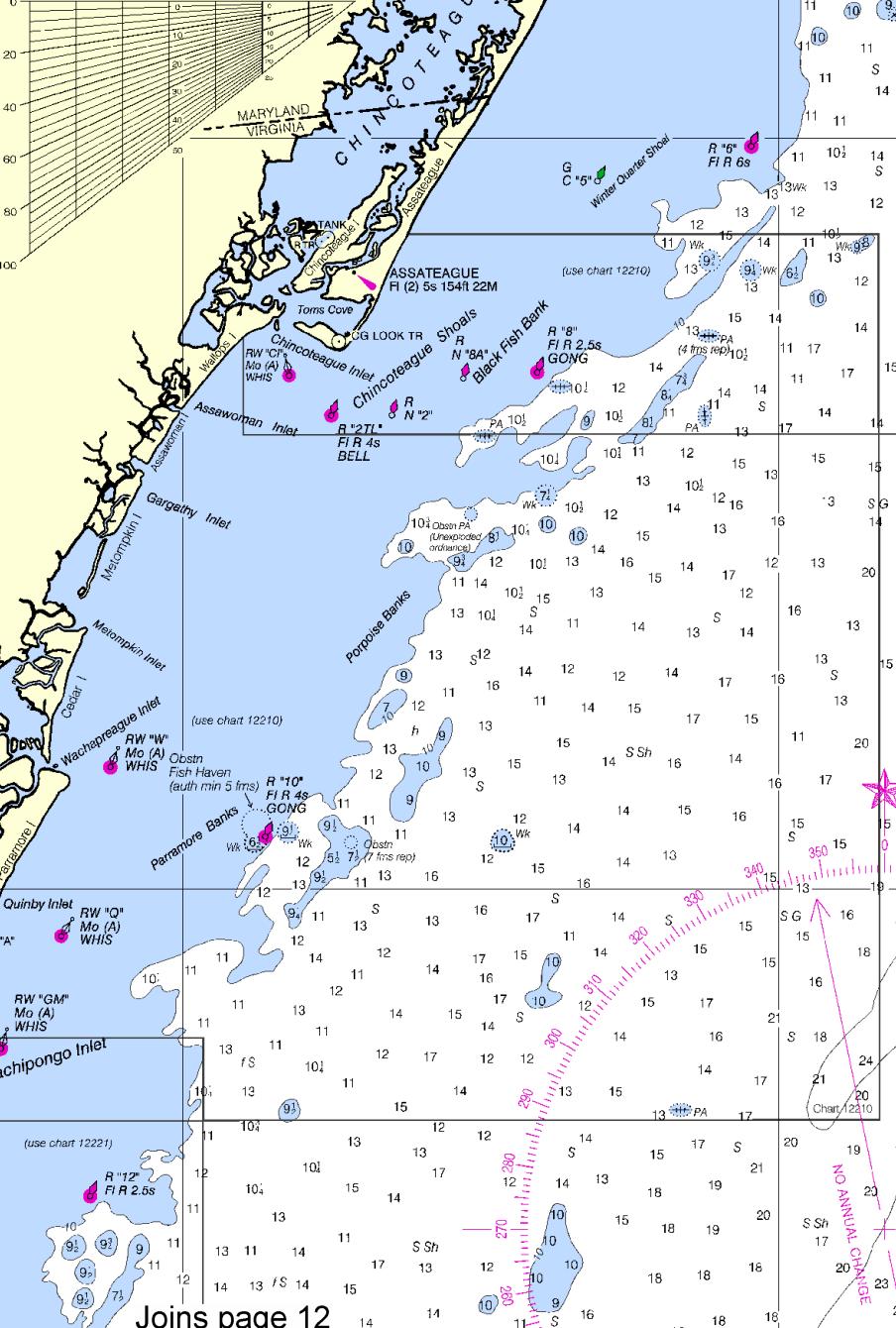
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

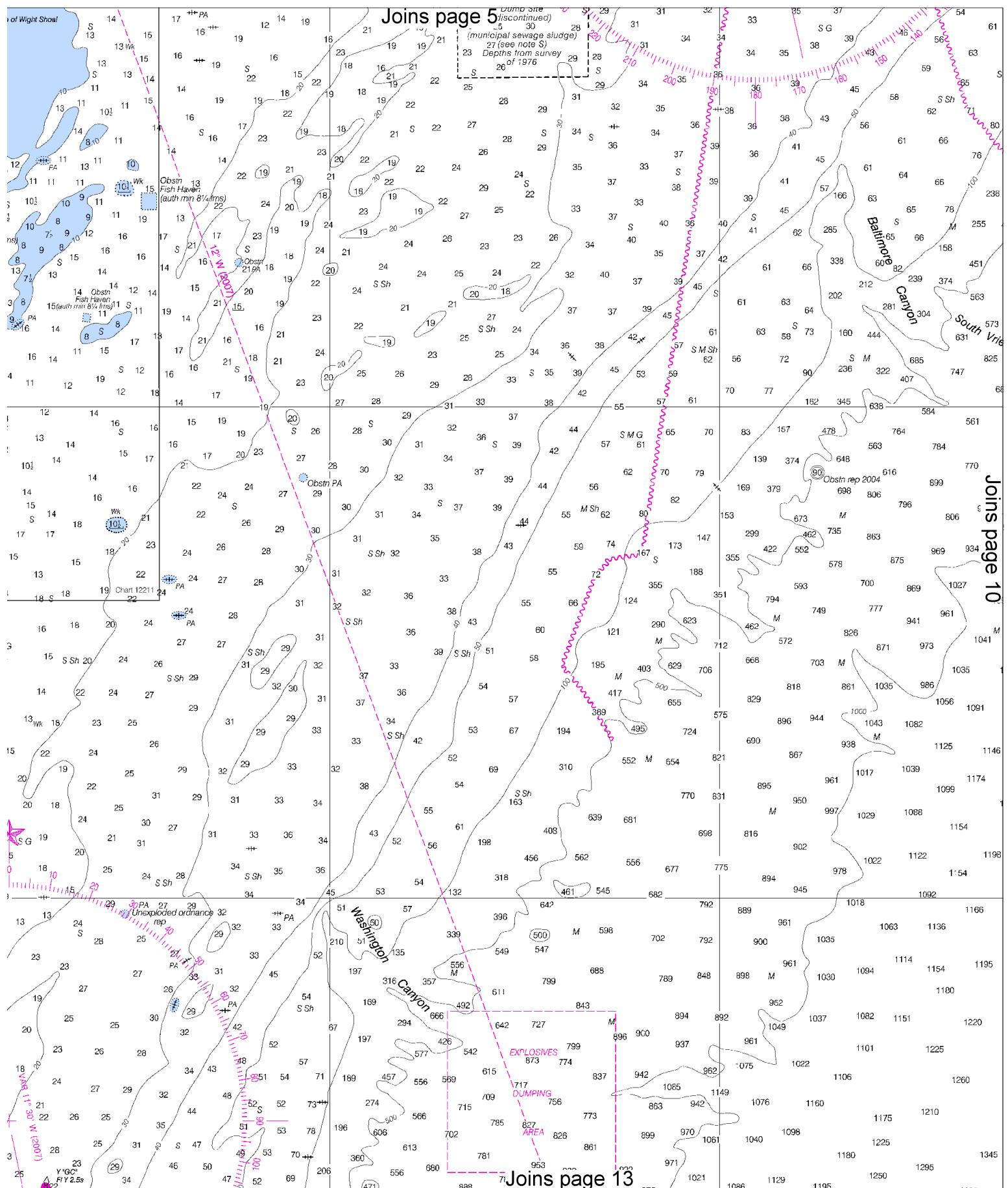
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 3 and 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia; or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia or Wilmington, North Carolina.

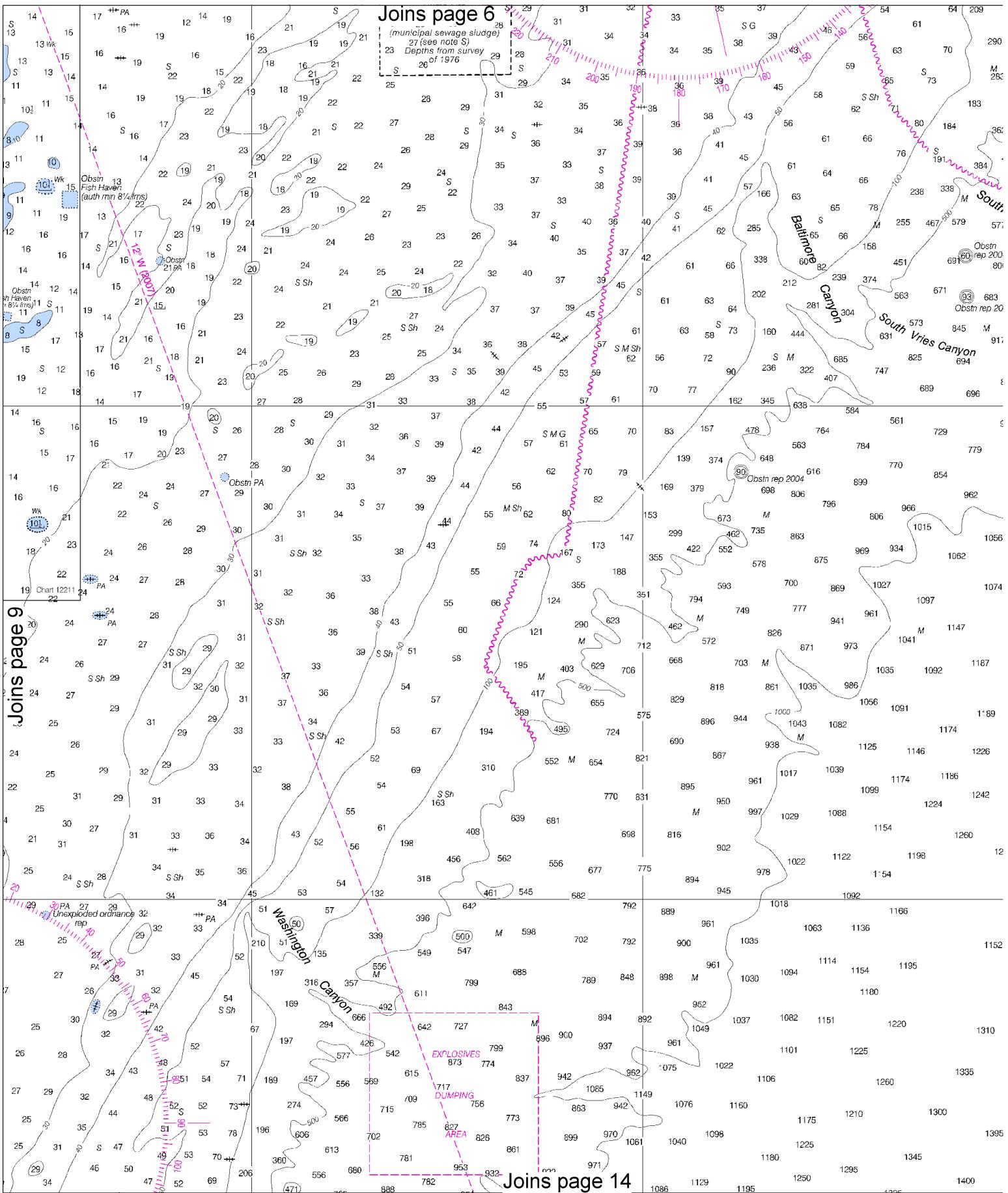
Refer to charted regulation section numbers.

LORAN LINEAR INTERPOLATOR

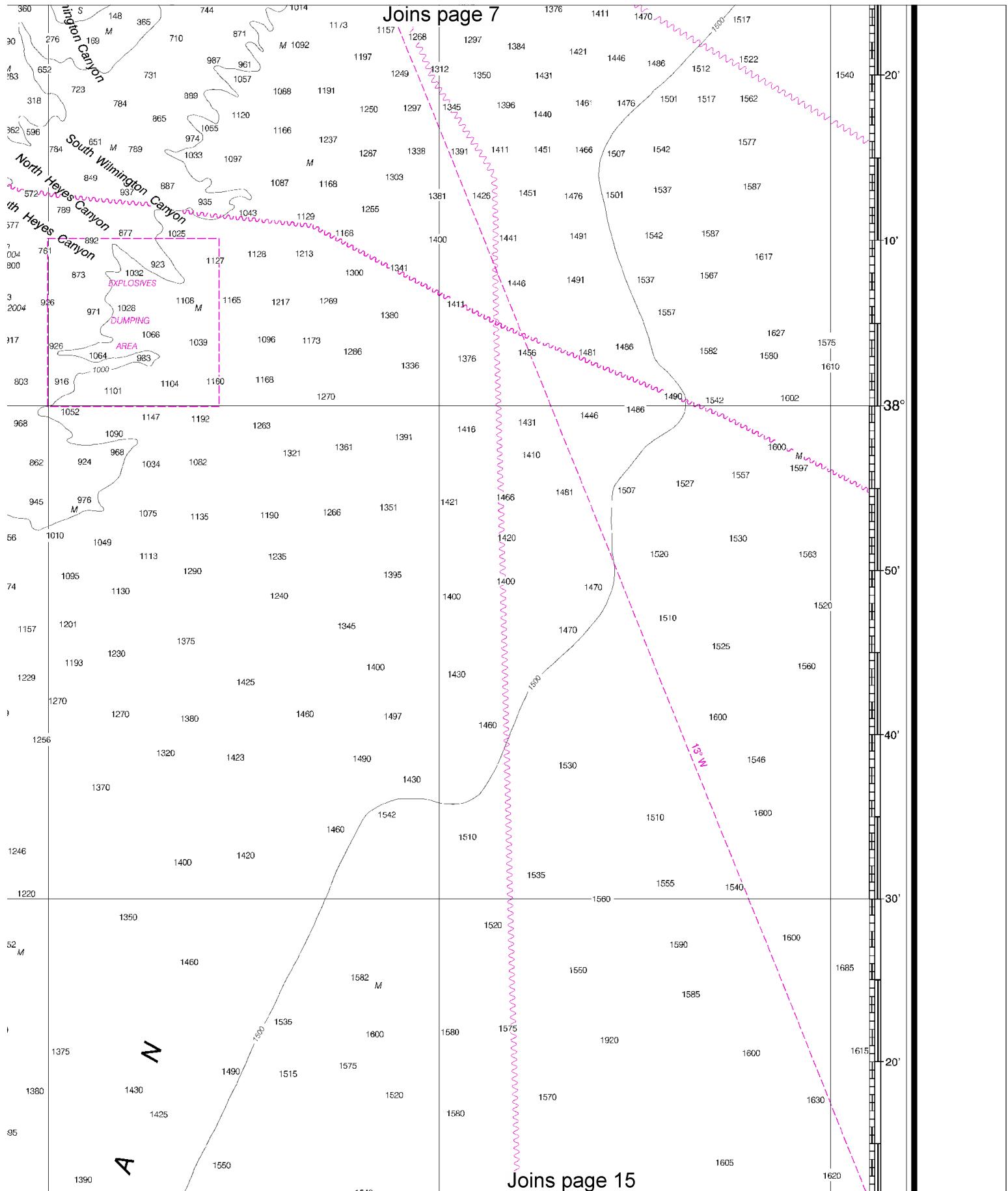


Joins page 12



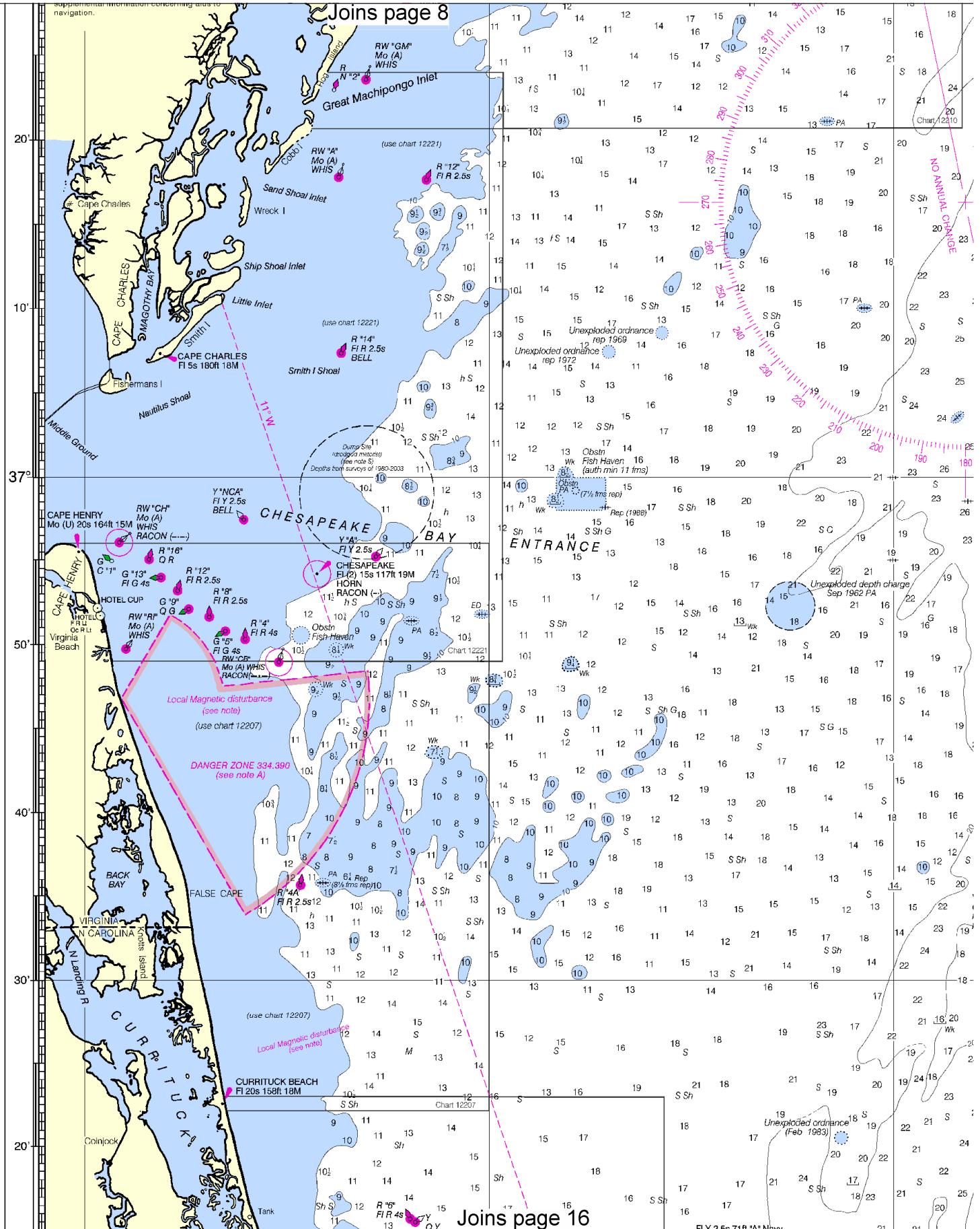


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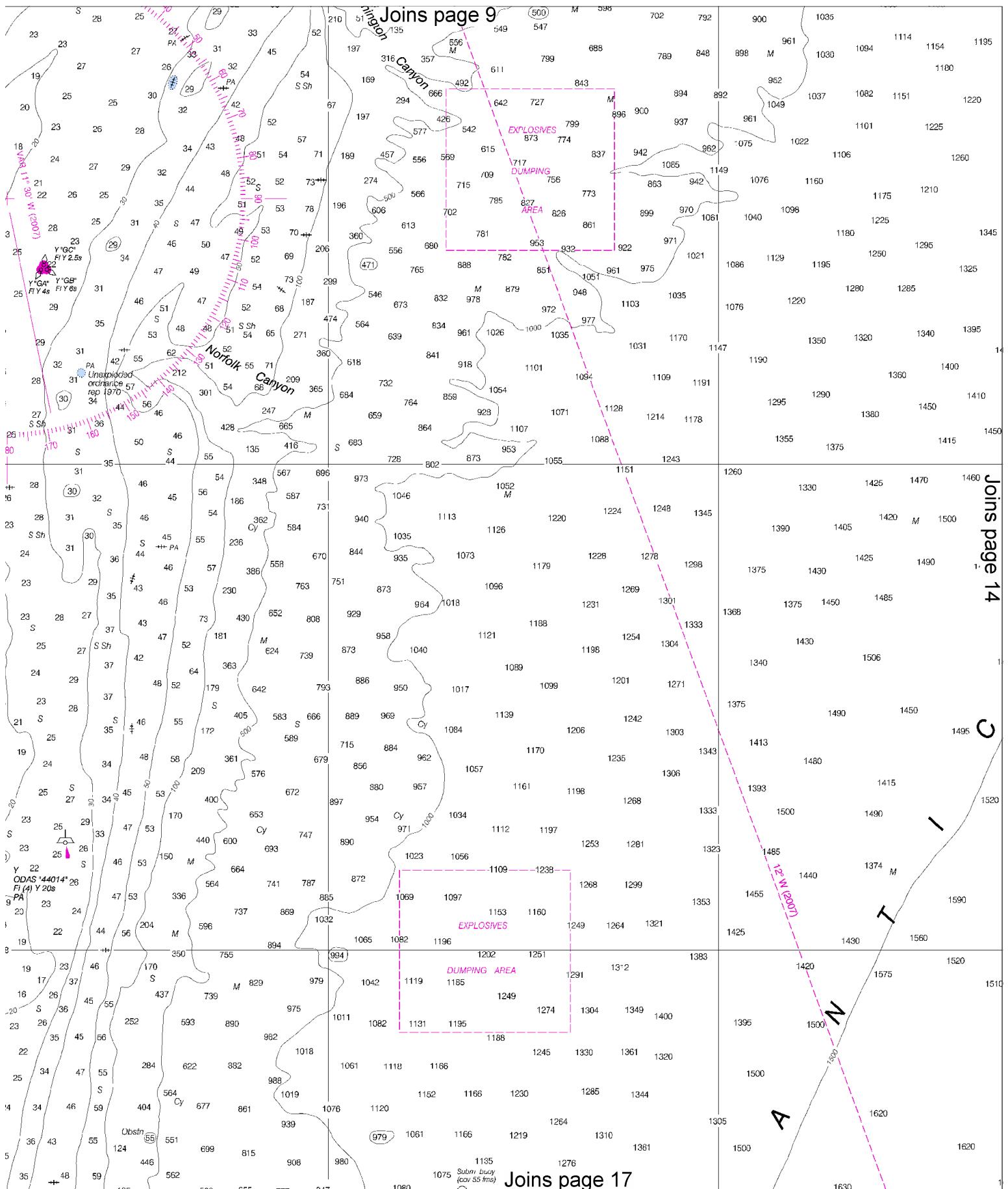
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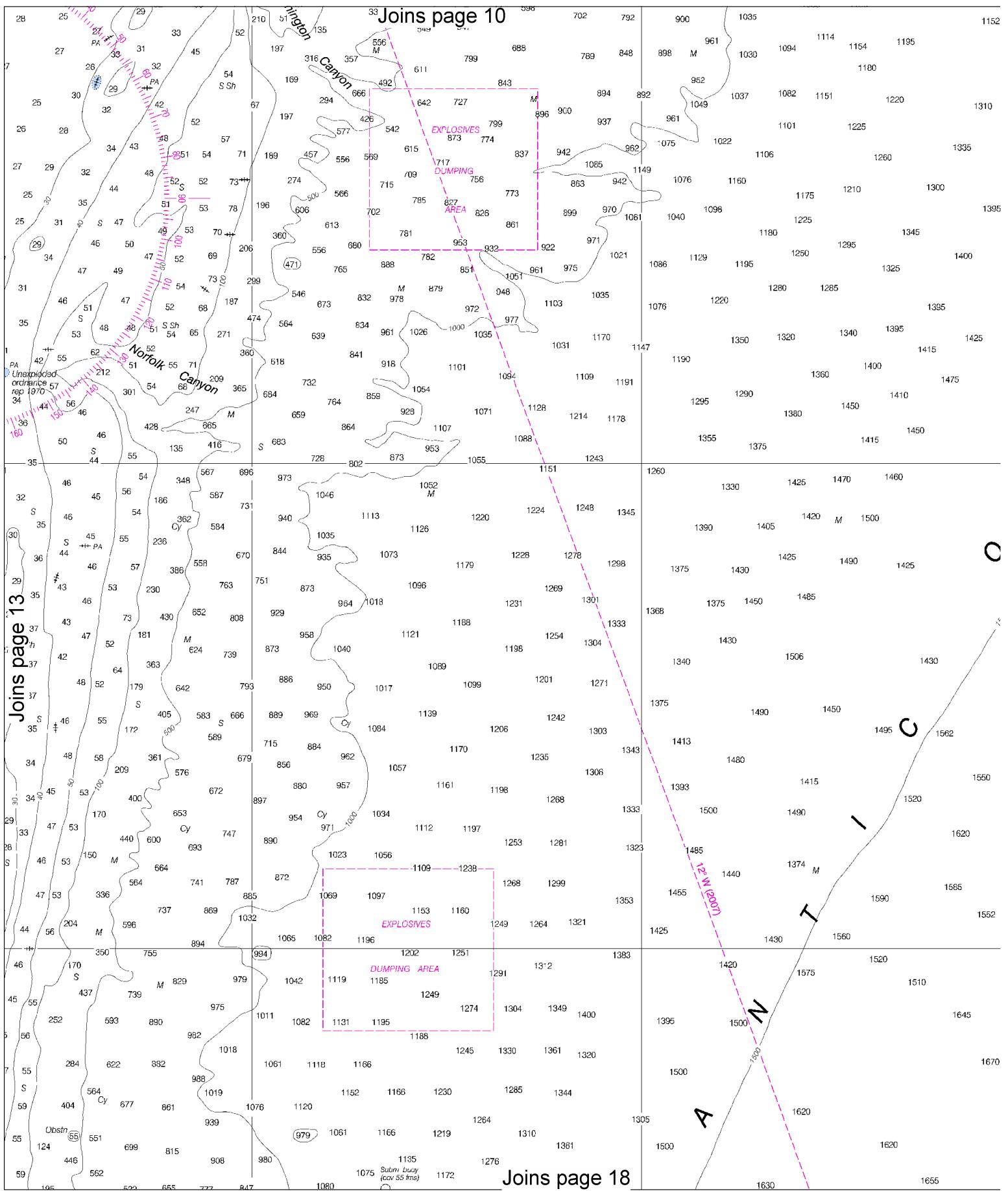
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navigation.



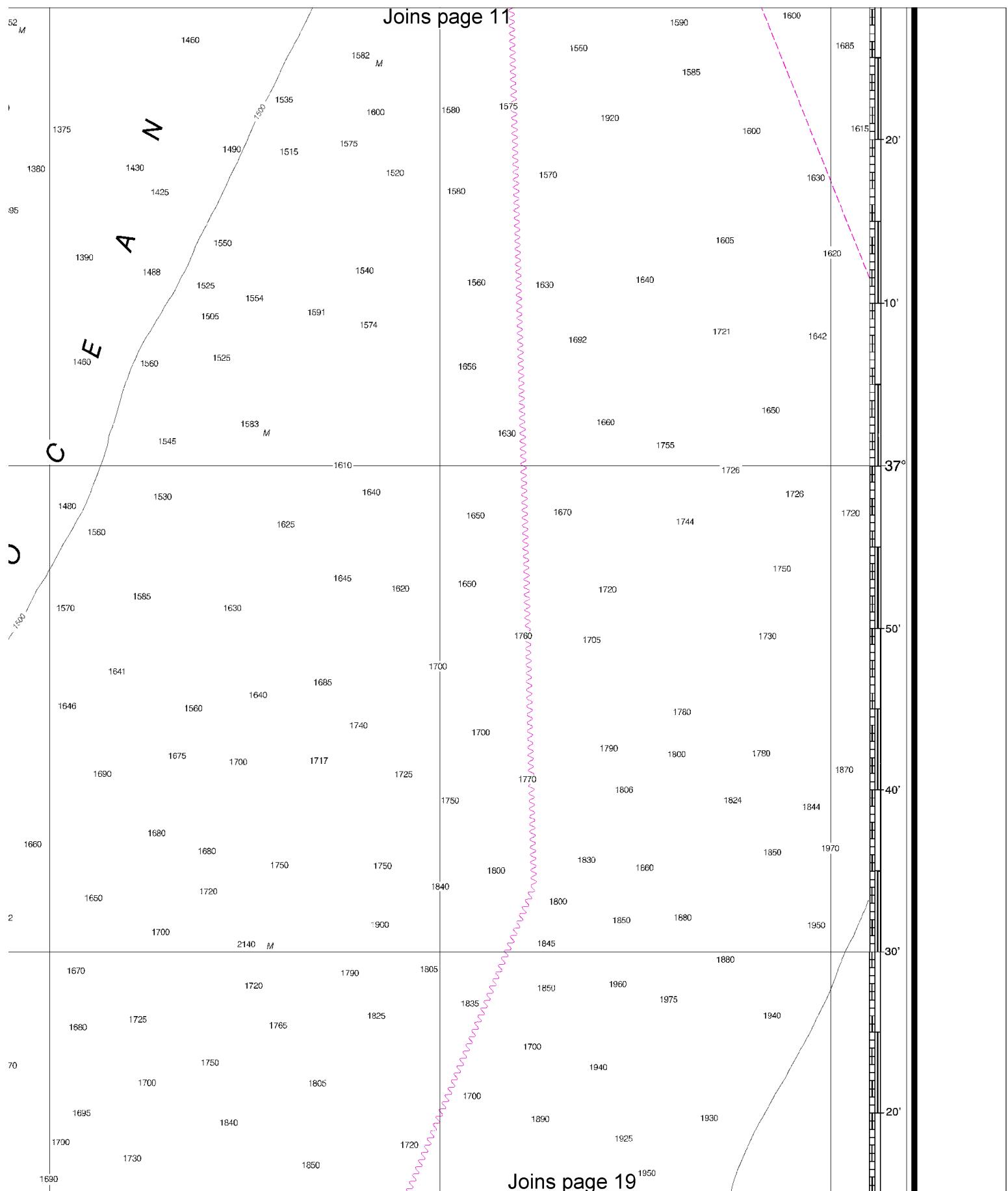
Joins page 16





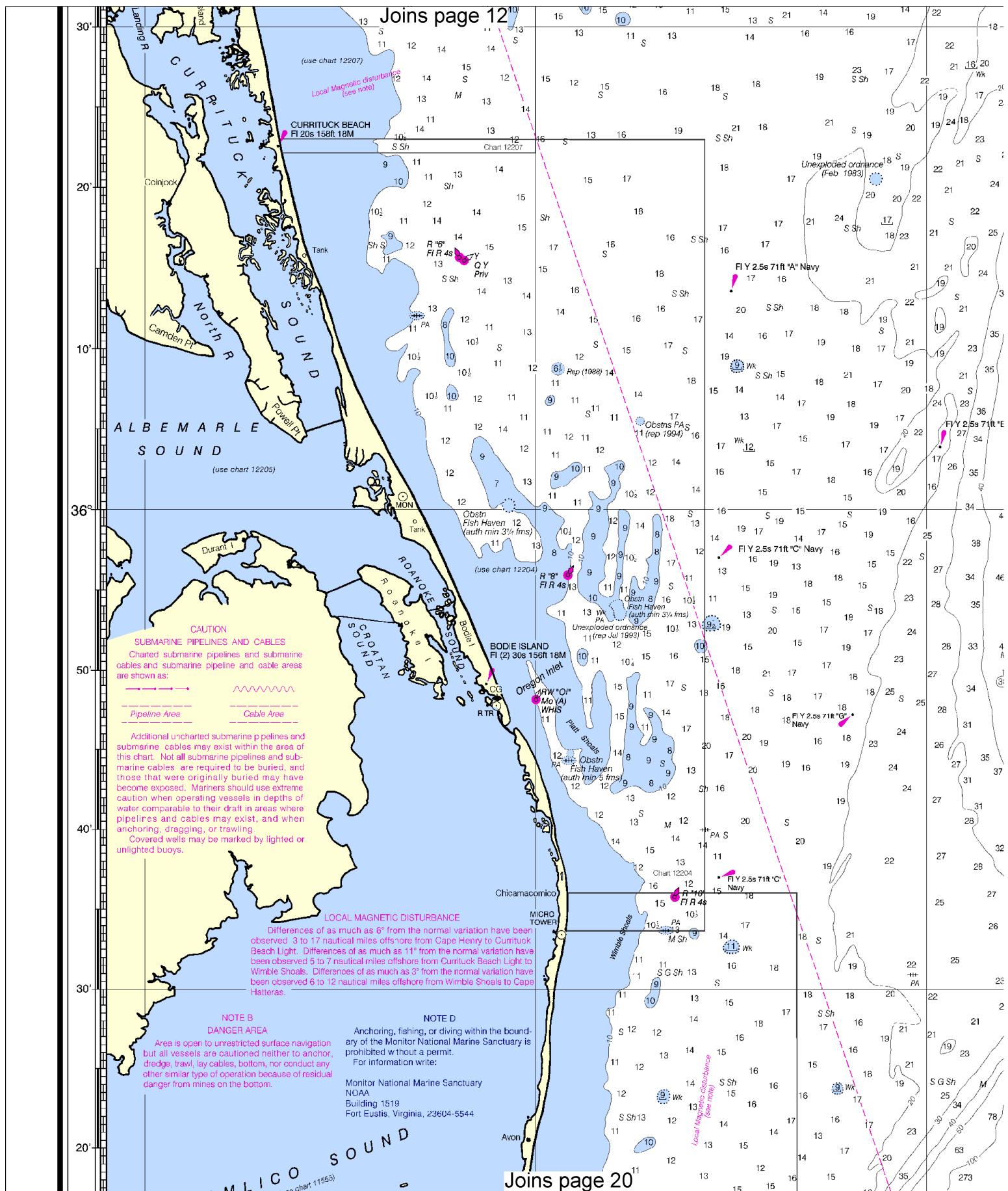


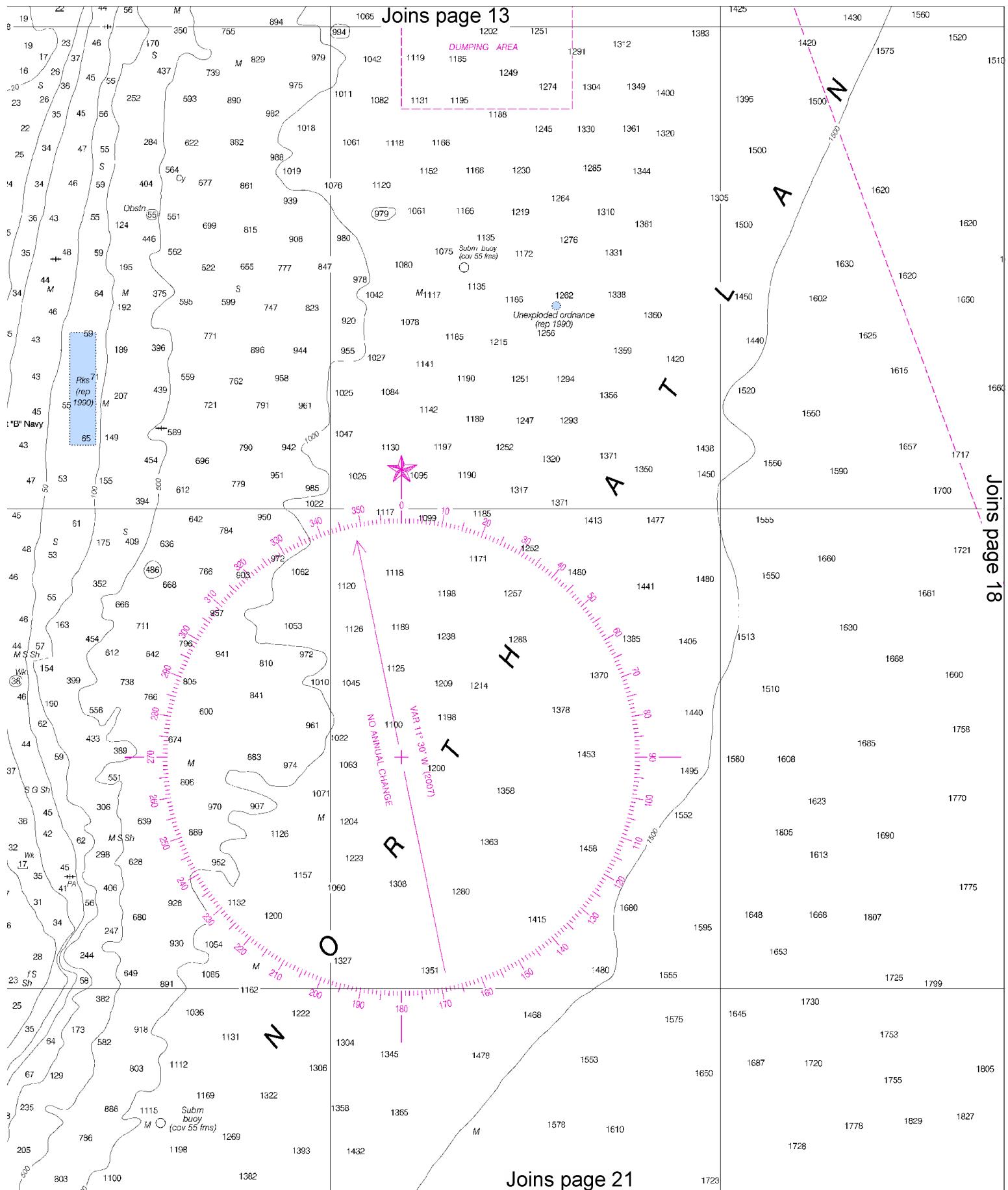
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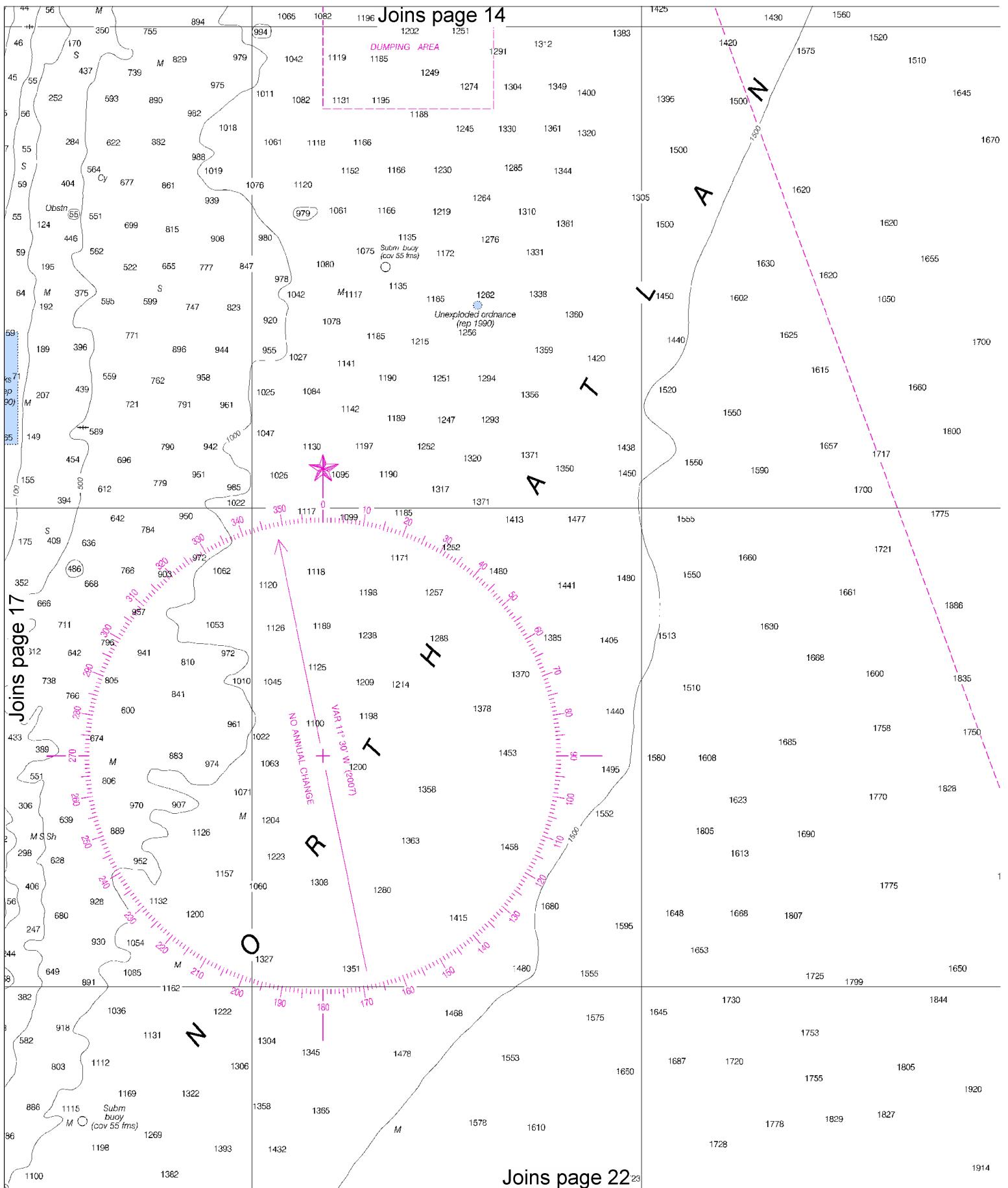


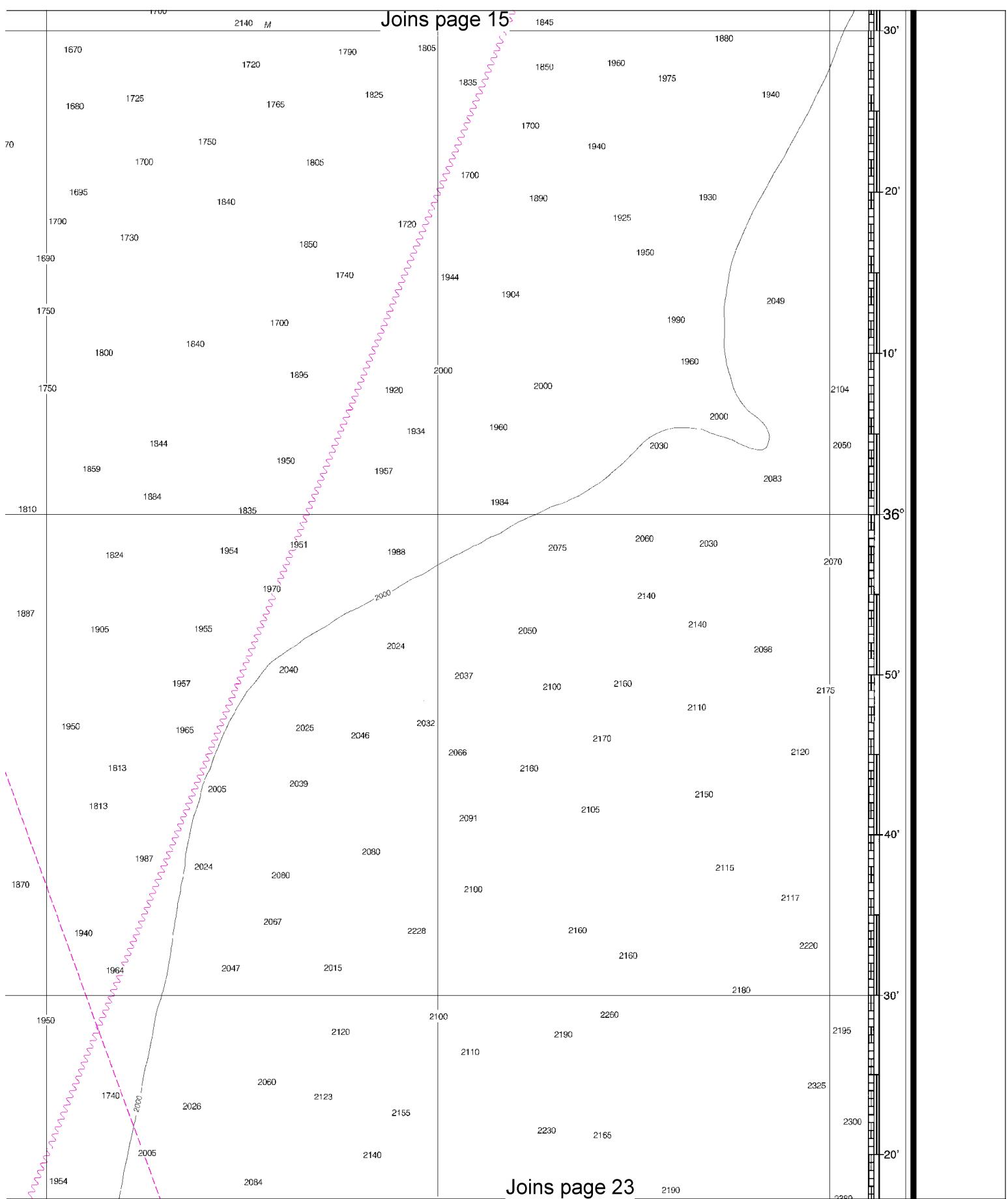
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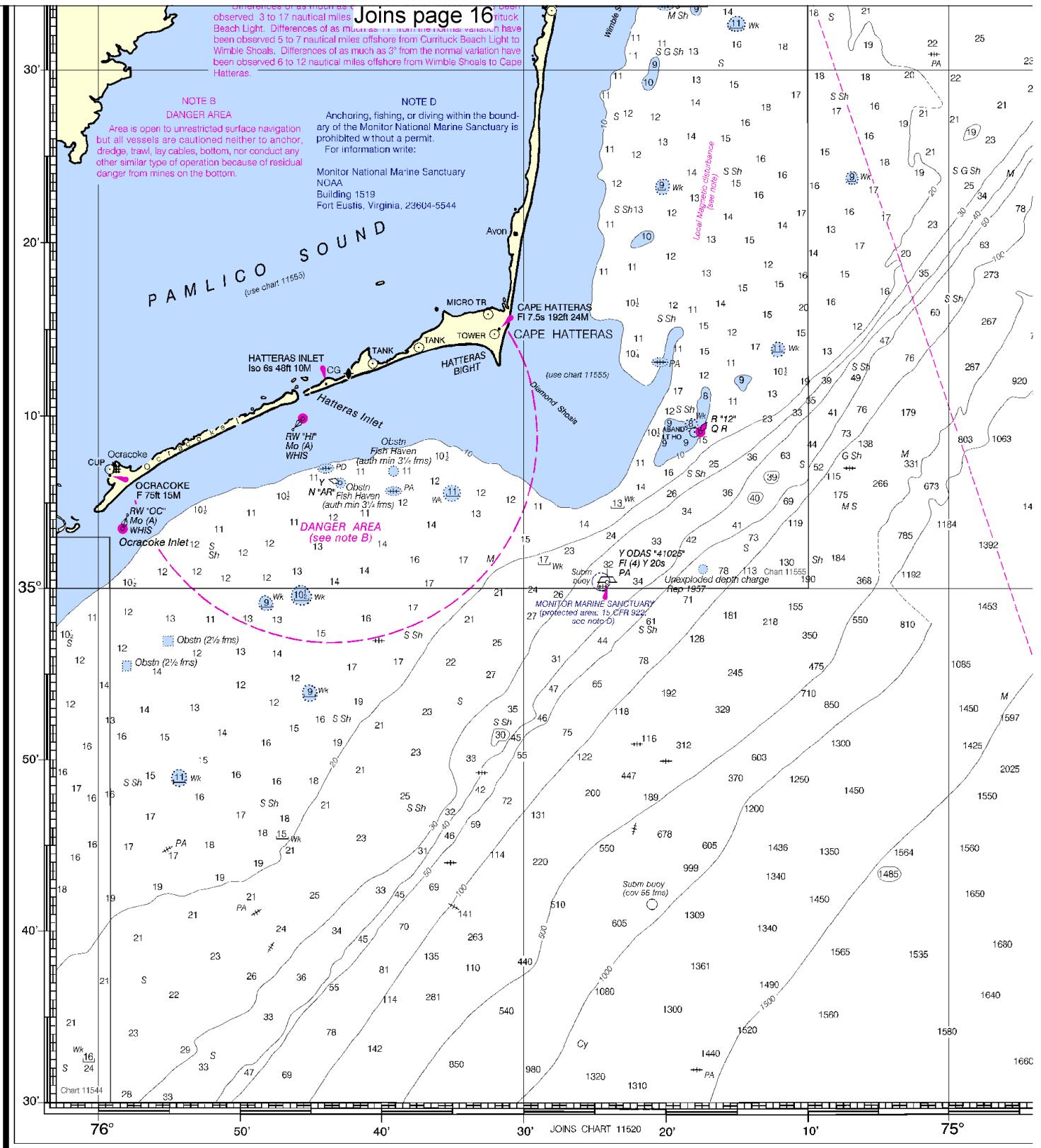
Joins page 12











49th Ed., Jun. /07 ■ Corrected through NM Jun. 30/07
Corrected through LNM Jun. 26/07

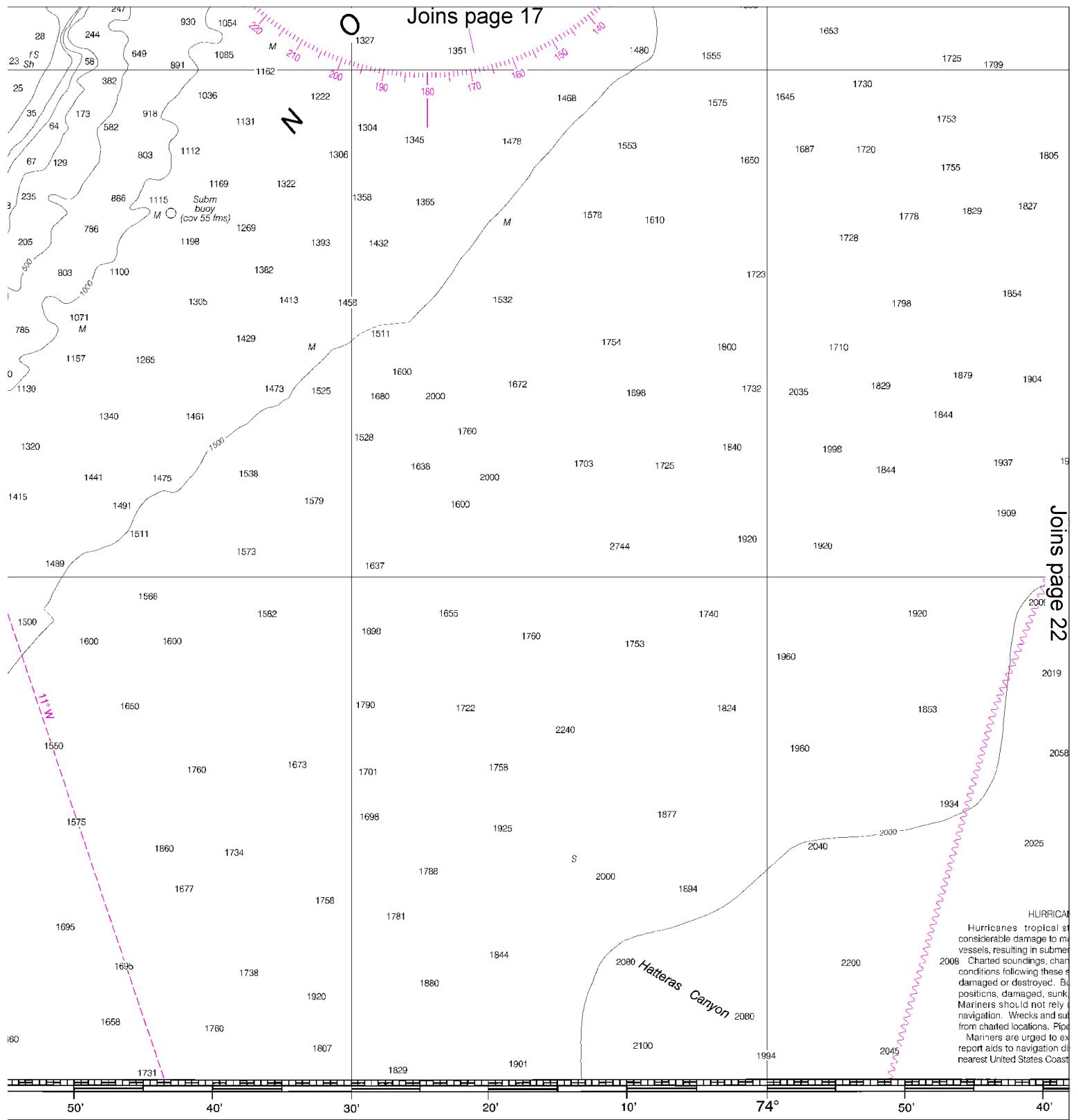
12200
LORAN-C OVERPRINTED

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FATHOMS

20





THOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

HURRICANE
Hurricanes tropical storms cause considerable damage to marine vessels, resulting in substantial loss of life. In 2008, charted soundings, chart conditions following these storms, were damaged or destroyed. By 2009, positions, damaged, sunk. Mariners should not rely on navigation. Wrecks and sunken ships from charted locations. Pipe lines.
Mariners are urged to expect report aids to navigation at nearest United States Coast Guard stations.

page 22

1725	1799
1753	
1755	1805
1829	1827
	1854
1879	1904
1844	
	1937
	19

1725	1799
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1755	1805
1829	1827

1879 1854
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1844
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Joins page

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2019
2058

Hurricanes

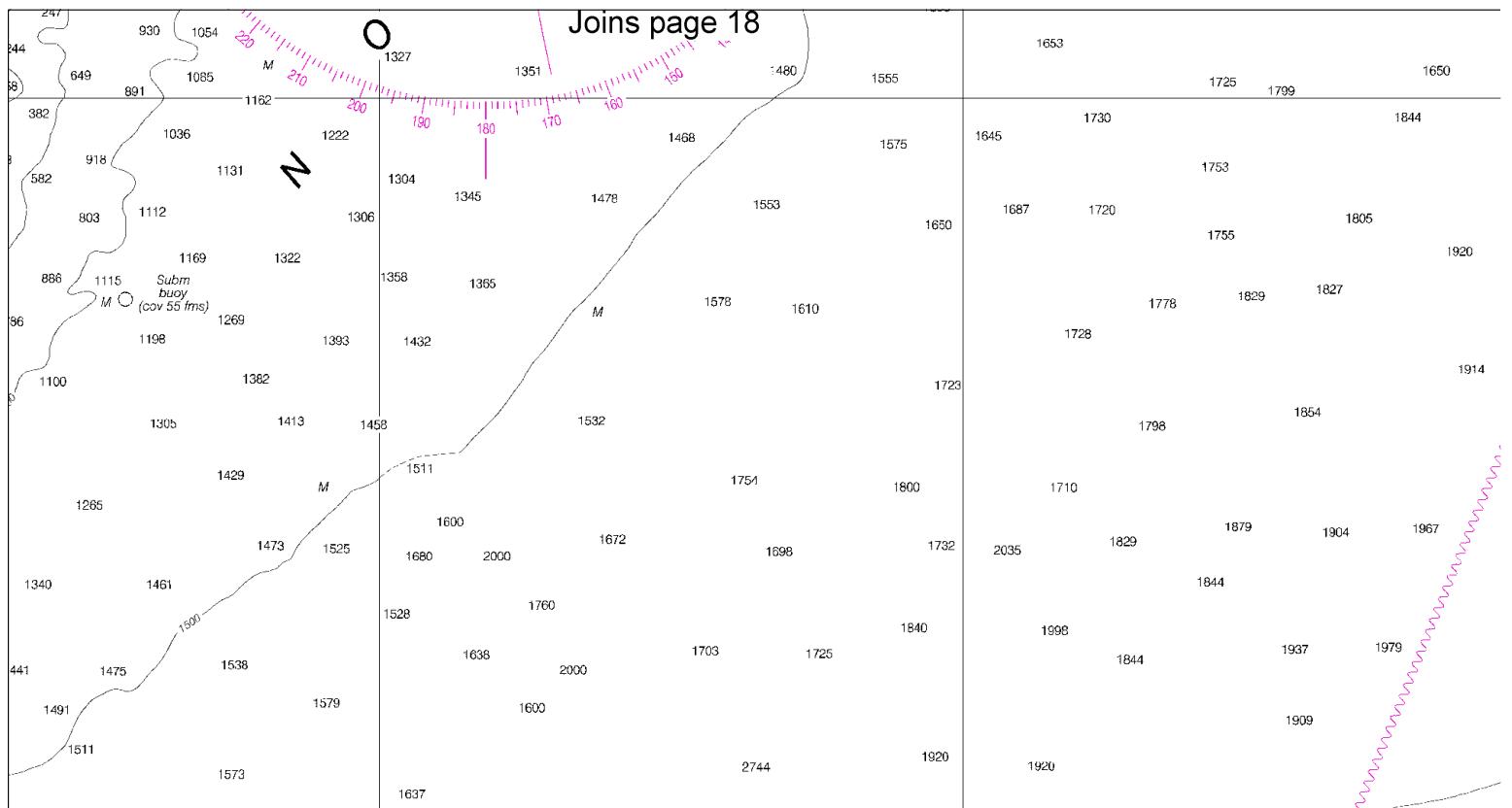
1934 2025

HURICANES

damaged or destroyed. Bu positions, damaged, sank. Mariners should not rely navigation. Wrecks and sun from charted locations. Pipe
Mariners are urged to ex report aids to navigation di nearest United States Coast

21

Joins page 18



Joins page 21

IS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

22



HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major tropical cyclones may cause considerable damage to marine structures, aids to navigation, vessels, resulting in submerged debris in uncharted areas. Fixed aids to navigation may be damaged or destroyed. Buoys may have been moved, damaged, sunk, extinguished or all destroyed. Mariners should not rely upon the position of buoys for navigation. Wrecks and submerged obstructions from charted locations. Pipelines may have been damaged or destroyed. Mariners are urged to exercise extreme caution when navigating through these areas. Report aids to navigation discrepancies and hazards to the nearest United States Coast Guard unit.

1914

1920

2029

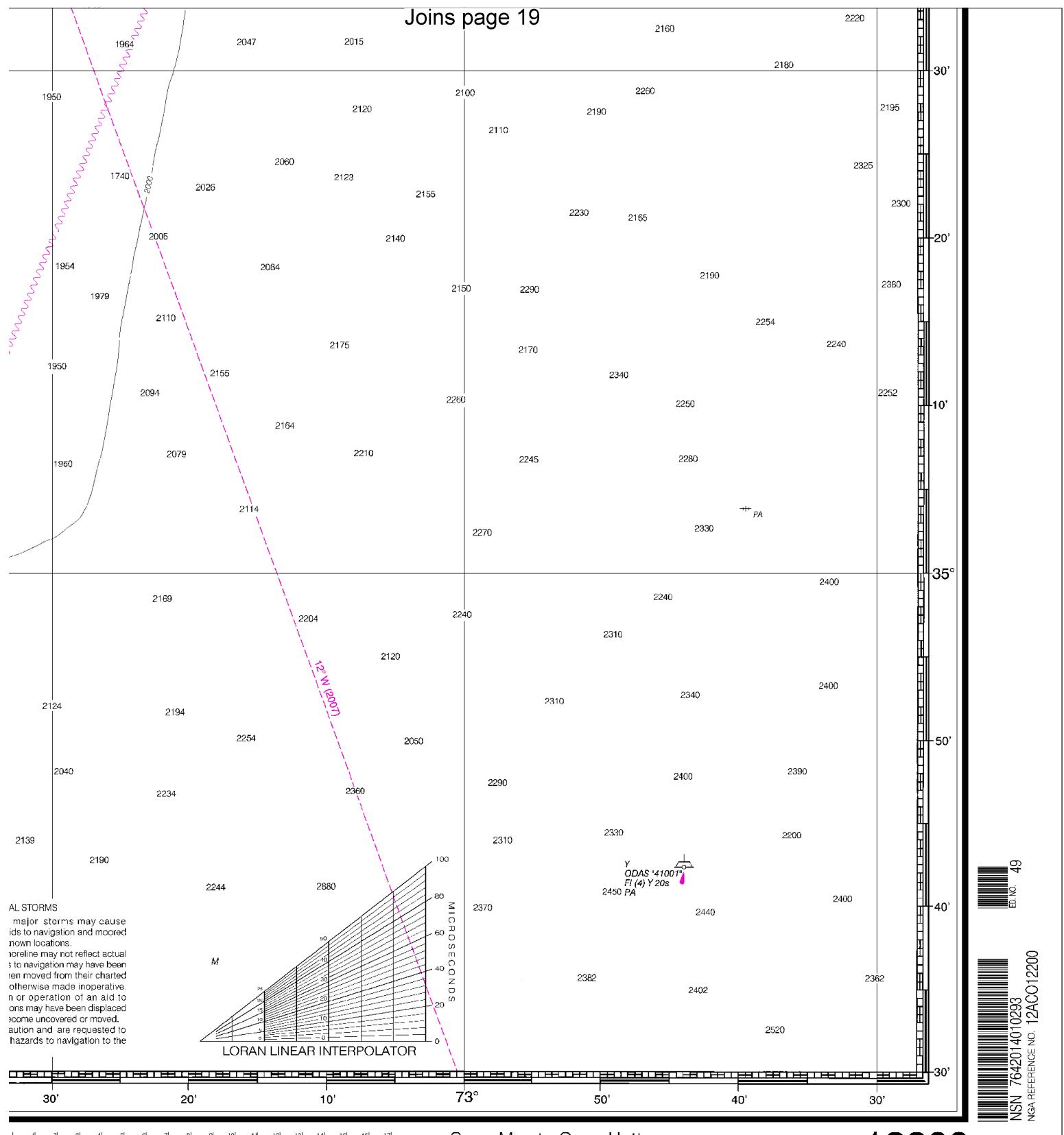
2019

2058

2025

2059

Joins page 19



23

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Atlantic Area Cmd – 757-398-6390
New Jersey Marine Patrol, Burlington – 609-387-1221

Delaware Marine Police – 302-736-4580

Maryland Natural Resources Police – 410-260-8888

Virginia Marine Police – 800-541-4646

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.